Henry and Anna Rodenbeck, 641 West Thirty-Frank and Ethel Hess, 1113 West Thirtieth,

Marriage Licenses. . Worthington Talbert and May Eady Lee. hn W. Borders and Lida B. Burns.

Deaths.

Raymond C. Hobson, nineteen years, 213 East South, railroad accident Grace M. Wooden, eighteen years, 95 North Keystone, acute nephritis. Irene E. Agnew, eleven months, 1273 orst, gastro-enteritis. Louis Behr, two years, 465 East Minnesota, Henry Hill, fifty-five years, Indianapolis, can-

DIED.

BARNEY-Mrs. Amanda M., aged seventy-eight years, Thursday, Aug. 13, at 1:30 a. m. Fu-teral Saturday, Aug. 15, 2 p. m., from the resineral Saturday, Aug. 15, 2 p. m., from the residence of Alfred F. Potts, 604 East Thirteenth street. Burial at Crown Hill. BOGGS-Anna M. Boggs, at her home, 1329 North Pennsylvania street, Thursday, Aug. 13, 1903. uneral Saturday, Aug. 15, 2 p. m. Friends in-

FUNERAL DIRECTORS.

TUTEWILER & SON. Undertakers, 125 W. Market st. Tel. 219. New 1164. ADAMS & KRIEGER. Main 1154. Funeral directors, 159 N. Ill. Lady attendant. IOHNSON, HASSLER & GEORGE, 357 Massachusetts av. New 'Phone 983. Old Main 1430. FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411.

MONUMENTS.

MONUMENTS-A. DIENER, 449 E. Washington. Tel. 2525. Branch works E. entrance Crown Hill. CONUMENTS-M. H. Farrell, 241 West Washington st. New 'Phone 2418.

> LEGAL ADVERTISEMENTS. NOTICE OF APPOINTMENT.

Notice is hereby given that the undersigned as duly qualified as executor of estate of Henry late of Marion county, Indiana, Said estate is supposed to be solvent. HENRY WEGHORST.

NOTICE.

CHICAGO, INDIANAPOLIS & LOUISVILLE RAILWAY COMPANY, New York, August 14, 1903.

nal meeting of the stockholders of the HICAGO, INDIANAPOLIS & LOUISVILLE lay, September 16th, 1903, at ten o'clock a. m. at of the Company, in Indianapolis, Indiha, for the purpose of electing Directors in the d the transaction of such other business as y be properly brought before the meeting. The Transfer Books will be closed from Augember 17th, 1903, at three o'clock p. m., until Sep-ember 17th, 1903, at ten o'clock a. m. J. A. HILTON, Secretary.

NOTICE TO HEIRS, CREDITORS, ETC. Orcutt, deceased.
In the Marion Circuit Court, September term, Notice is hereby given that Harry M. Scearce,

administrator of the estate of William H. count and vouchers in final settlement of said estate, and that the same will come up for exnation and action of said Circuit Court on 8th day of September, 1363, at which time heirs, creditors or legatees of said estate are required to appear in said court and show cause, if any there be, why said account and vouchers should not be approved. And the heirs of said estate are also hereby required, at the time and place aforesaid, to appear and make HARRY M. SCEARCE.

NOTICE TO HEIRS, CREDITORS, ETC.

In the Marion Circuit Court, September term Notice is hereby given that Gustav G. Schmidt. administrator of the estate of Carrie L. chmidt, deceased, has presented and filed his scount and vouchers in final settlement of said estate, and that the same will come up for examination and action of said Circuit Court on the 8th day of September, 1903, at which time all heirs, creditors or legatees of said estate are equired to appear in said court and show cause, any there be, why said account and vouchers should not be approved. And the heirs of said estate are also hereby required, at the time and aforesald, to appear and make proof of GUSTAV G. SCHMIDT.

SALE OF COLUMBUS BARRACKS, Columbus. Pullman Building, Chicago, Ill., August Under provisions of Act of Congress of 30, 1902, and by direction of Secretary of there will be sold at public auction to bidder on premises, at 12 noon. October 1903, the property known as Columbus Bar-Columbus, Ohio, containing 71 acres, less, and embracing all the land persining to the United States military reservation licated to the city of Columbus, Ohio, by lution of Congress approved February 1903, together with improvements thereon. nises, maps and descriptions thereof may be by applying to Quartermaster at Colum-Barracks. Conditions of sale: First, the perty will be offered for sale as a whole; no bid will be received for less that \$550,000, the duly appraised value of the land and improvements; third, if a suitable bid, equal to or in excess of the appraised value of \$290,000 be not received, the offer for sale as a whole will be withdrawn, and the property will then be offered for sale in three parcels, separately, cribed and indicated in maps and descrip-and if the aggregate of the bids received not equal or exceed the appraised value so one, the offer for sale in three parcels will ithdrawn; fourth, a deposit of \$29,000 will equired of highest bidder at time of sale f a suitable bid for the property as a whole is received as above stipulated; if sold in parcels, as herein provided, the highest bidder for each parcel will be required to make a deposit of not less than 10 per cent. of the bid in each case; balance of payment must be made within 30 days of date of sale. W. H. MILLER, Quartermaster, U. S. A.

State of Indiana, county of Marion, ss. in the matter of the trade mark of anapolis Brewing Company. The Indianapolis Brewing Company, a cor-oration organized and doing business under and by virtue of the laws of the State of Indiand and being engaged in the business of manuacturing and vending beer, ale and porter, for e purpose of protecting the ownership of all ass bottles upon which its trade mark is own, all kegs, barrels and other inclosures on which the name of the said Indianapolis Brewing Company is marked or stamped, and n compliance with an act of the Legislature of he State of Indiana, approved March 9, 1903, entitled "An act to protect manufacturers and renders of anything sold in bottles, syphons, barrels, hogsheads or any inclosure made of glass, metal or wood, to preserve their them, giving the remedy of a search warrant, prescribing the rules of evidence, defining misdemeanors in relation to the unlawful posseson, sale and use of such bottles, cans, kegs, arrels, hogsheads or other inclosures made of class, metal or wood, prescribing a punishment therefor and repealing all laws in conflict there-The said Indianapolis Brewing Company has

this day filed in the office of the clerk of the Circuit Court of Marion county and with the ecretary of state of the State of Indiana the nark blown upon all glass bottles used by said indiscapolis Brewing Company in the business f manufacturing and vending beer, ale and porter: "A partially draped female figure, with wings, sitting upon a wheel, with one hand uplifted holding a feaming glass of beer and the other hand extended holding a chaplet and the other hand extended holding upon a of laurel leaves, the whole resting upon a sphere." The lettering upon the bottle around the lettering upon said trade mark is, "Indianapolis Brewing Com-sany, Indianapolis, Ind., U. S. A." In witness whereof said Indianapolis Brewing Company has hereunto subscribed its corporate name and caused its corporate seal to be af-ized by Albert Lieber, its president, this 18th

ALBERT LIEBER. President Indianapolis Brewing Company.

SHERIFF'S SALE. By virtue of an execution to me directed from the clerk of the Superior Court of Marion Indiana, in cause No. 38428, wherein Florence M. Adkinson is plaintiff and William P. Adkinson is defendant, requiring me to make the sum of six hundred and fifty-seven dollars and forty-five cents (\$657.45), with interest and costs, I will expose at public sale, to the high-

SATURDAY, THE 5TH DAY OF SEPTEM-BER, 1903, between the hours of 10 o'clock a. m. and 4 o'clock p. m. of said day, at the door of the courthouse of Marion county, Indiana, the rents

years, of the following real estate in Marion The undivided one-half (%) of the northwest three-quarters (%) of lot numbered two hun-dred and ninety-four (294) in Fletcher and others' subdivision of outlots numbered ninety-four ninety-five (96), ninety-six (96), ninetybelf (%) of outlot numbered ninety-one (91.) (97) and ninety-eight (98) and the south Also, lot numbered five (5) in Johanna C. Pope's subdivision of lots numbered two hundred and ven (207), two hundred and eight (208) and two ed and nine (209) in A. E., S. K. & C. I.

tcher's Woodlawn subdivision to the city of If such rents and profits will not sell for a sufat sum to satisfy said execution, with intert and costs, I will, at the same time and place, expose to public sale the fee simple of said real estate, or so much thereof as may be ate, or so much thereof as may sent laws. ROBERT METZGER, 15, 1903. Sheriff of Marion County. nes & Hollett, Attorneys for Plaintiff. | present.

SUNDAY CHURCH SERVICES.

Christian Science. SECOND CHURCH OF CHRIST, SCIENTIST-Sunday service, 10:30 a. m. Subject: "Mind." Sunday school, 9 a. m. Wednesday Evening Meeting, 8 o'clock. Shortridge High School, cor-ner Pennsylvania and Michigan streets.

Methodist.

CENTRAL-AVENUE METHODIST EPISCO-PAL CHURCH-Corner of Central avenue and weifth street. The Rev. Hiram W. Kellogg, D. D., pastor. Sermon at 10:45 a. m. by the Rev. H. H. Hulsten. Sunday school, 9:20 a. m. Epworth League, 6:30 p. m. Strangers cordially

MERIDIAN-STREET METHODIST EPISCO-PAL CHURCH-The Rev. Joshua Stansfield, D. D., pastor. Preaching at 10:45 a. m. by the Rev. J. H. Martin, D. D., of Moore's Hill. No evening service. Sunday school at 9:30 a. m. Epworth League at 6:30 p. m. Midweek prayer service at 7:45 Thursday. Dr. De Motte's Bible class for the deaf meets every Sunday at 9:30 in the auditorium of the church. ROBERTS PARK M. E. CHURCH-Corner of Delaware and Vermont streets. Sunday serv-Beal, D. D., of Catskill, N. Y. Subject: "A Sacred Trust; Our Influence." 7:45 p. m., preaching by the pastor, Dr. C. E. Bacon. Other

services as usual.

Presbyterlan. FIRST PRESBYTERIAN CHURCH-Southeast corner of Delaware and Sixteenth streets. The Rev. M. L. Haines, D. D., pastor. The union services of the Mayflower Congregational Church and the First Presbyterian Church will held in the Mayflower Congregational Church at 11 a. m. Bible school meets at 9:30 o'clock. Society Christian Endeavor meets at 7 p. m. Midweek prayer and conference meeting on Thursday evening at 7:45 o'clock. A cordial SECOND PRESBYTERIAN CHURCH-Corner

of Pennsylvania and Vermont streets. The Rev. Owen Davies Odell, pastor. Sunday school, 3:45 a. m. Thursday evening prayer meeting at 7:45. Mayer Chapel-Corner of West and Catherine streets. The Rev. W. T. Seyfert, pastor. Sunday school at 2:30 p. m. Prayer meeting Wednesday evening at 7:30. Preaching at 7:30 TABERNACLE CHURCH-Corner of Meridian

and Eleventh streets. The Rev. J. Cumming Smith will preach at 11 a. m. Sunday school, 9:45 a. m. Young people's service, 7 p. m.

JOURNAL BUSINESS DIRECTORY.

New No. 241 Mass. av., 228 N. Del. st. Tel. 840. WANTED-For U. s. army, able-bodied, unmarried men, between ages of 21 and 35, citizens of United States, of good character and temperate habits, who can speak, read and write English. For information apply to Recruiting Officer, 25 North Illinois st., Indianapolis, Ind. SALE AND LIVERY STABLES-HORACE WOOD. (Carriages, Traps, Buckey, etc.) 25 Circle. Tel. 1997.

boards, etc.) THE PEERLESS FOUNDRY, 710-18 E. Maryland, manufactures stove repairs and do repair-

FOR RENT-ROOMS.

FOR RENT-Furnished front room; convenient; gentlemen. 414 North Delaware st.

FOR SALE-MISCELLANEOUS.

FOR SALE-Or rent: Invalid and reclining chairs. W. D. ALLISON CO., 505 N. Alabama. FOR SALE-Drug stock and fixtures, nearly new, for sale at a bargain; invoice about

JONES, Huntington, Ind. FOR SALE-A hat and furnishing goods store one of the best towns in central Indiana; Knox hat agency; sales last year, \$25,000; extra od location; good reasons for selling. Address . PHILIPSON, 196 Market st., Chicago, Ill. FOR SALE-The latest map or indiana and the 1900 census; prepared especially for the Journal by George F. Cram, the famous map publisher; size, 30x46 inches, on strong map paper; tin rods at top and bottom; embracing a handsome fivecolor map of Indiana on one side, corrected to date, showing all railroads, all new postoffices, counties in colors, railroad stations and all natural features; a marginal index showing 1900 census and alphabetically arranged list of towns, etc.; the other side contains a five-color map of the world and the United States; 50 cents, post-paid. Inquire of any agent of the Journal or address MAP DEPARTMENT, the Journal, Indianapolis, Ind.

WANTED-MALE HELP.

WANTED-10 laborers. Report at boiler room CENTRAL INDIANA INSANE ASYLUM. WANTED-Man, with references, for commercial traveler, to call on merchants and agents; experience not required; salary \$24 per week, with expenses advanced. NATIONAL, 330 Dear-RECRUITS-Recruits for the United States Marine Corps—Abie-bodied, unmarried men be-tween 21 and 35; good character; must speak, read and write English. Marines serve at sea on men-of-war in all parts of the world; on land in our island possessions and at naval stations in the United States. Apply Room 201 Sentinel building, Indianapolis, Ind.

WANTED-CAR REPAIRERS AND TRUCK-MEN; GOOD WAGES TO EXPERIENCED AMERICAN CAR AND FOUNDRY CO., 1503 KENTUCKY AV.

All advertisements inserted in these columns are charged at the very low rate of 5 cents a Blank or dash lines at the same price per Telephone 238 and your ad. will be called

WANTED-SALESMEN.

WANTED-Salesman or promoter to sell 8-percent. preferred stock in prosperous coal mine; veins finest coal; large acreage; liberal cash nmission. Address Box 517, Chicago. WANTED-MISCELLANEOUS.

FEATHER BEDS And pillows wanted for cash. Address C. F. DICKINSON, General Delivery, Indianapolis,

PATENTS.

PATENTS-Patented and unpatented inven-LUCAS & CO., St. Louis, Mo.

NOTICE-Up-to-date FURNACES guaranteed to heat. Tin and galvanized iron works. ROL-YN HAWKINS, 114-116 Virginia av., the man who never sits on the fence. NOTICE-JOSEPH GARDNER, galvanized iron cornices and skylights; tin, iron, steel and clate roofing and hot air furnaces. 39 Kentucky ave. Telephone 322. NOTICE-Stay there, stick tight, don't peel of whitewash for stables, storerooms, etc.; calci-nine sprayed on evenly in colors. HENRY TAY-LOR & CO., 608 N. Senate. New 'Phone 3007.

BUSINESS CHANCE.

BUSINESS CHANCE-Western territory irrigation and vegetable forcing patent. ELGIE FOX, Rushville, Ind., R. R. 11.

FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER. FINANCIAL-& CO., 127 East Market street.

STORAGE.

STORAGE-INDPLS. WAREHOUSE CO., W. E. Kurtz, Pres. H. A. Crossland, Mgr. 517-523 S. Penn. Telephone 1343. We STORE, PACK and HAUL. STORAGE - The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing. 'Phones 725.

SEALED PROPOSALS. NOTICE TO BIDDERS.

proposals will be received until Aug. at 10 o'clock a. m., at the office of of the Central Indiana Hospital for Insane, for an addition to the laundry of said hospital.

Plans and specifications can be seen at the office of Adolf Scherrer, architect, Indiana Trust Company's building. Indianapolis, on and after Aug. 14, 1903. By order of the

BOARD OF TRUSTEES. NOTICE TO CONTRACTORS. INDIANA STATE PRISON.

Michigan City, Ind., Aug. 8, 1903.
The labor of 100 prisoners now confined in the Indiana State Prison will be let by the board of control, to the highest and best bidder, for a eriod of six years from Oct. 1, 1904. Bids will be received until 12 o'clock noon Monday, Aug. 31, 1905.
All labor to be performed within the prison walls and in accordance with the statutes of the State of Indiana and disciplinary rules governing the Indiana State Prison. Bidders must state the square feet of floor space required for their special class of work, and the board of control will take into consideration the number of officers required in the

different classes of work in awarding the con-The board of control reserves the right to reect any or all bids Bids to be sealed and directed to the board of control, care of James D. Reid, warden, bewill be made with relief from valuation or appraisement laws.

ROBERT METZGER.

Bids will be opened Tuesday. September 1. into contract at the price bid.

Bids will be opened Tuesday, September 1,
1903, at 9 o'clock a. m. Bidders invited to be

ROADS STILL PROSPEROUS

PREDICTIONS OF DECREASED EARN-INGS DO NOT MATERIALIZE.

The C., R. I. & P. Now Controls 20,000 Miles of Track-Managers Looking Closely After Car Movement.

The statement by William Rockefeller that the Chicago, Milwaukee & St. Paul companies draws attention to the cash holdings of other railroads and shows that in three years of prosperity they have prepared for less prosperous years, and, singular as it may seem, some of the supposed to be wisest railroad men have, during the of business and the roads will need all the money they can command. This prediction has been and is still used by the manage- the fee system entirely. ments of some of the roads as an excuse for not purchasing equipment needed to handle the business. Among the roads Chicago, Milwaukee & St. Paul, which, according to its late annual report, holds in the last twelve months has increased its cash holdings by \$5,000,000. Only one other in its treasury to the amount of \$20,544,406, t still has \$12,000,000 in its treasury. The Canadian Pacific has \$15,227,691, the Baltimore & Ohio \$15,190,651, the New York Central \$14,736,768, the Pennsylvania \$10,228,051, the Chicago, B. & Q. \$8,111,097, the Northern | empty cars to reload. the roads mentioned, the Pennsylvania and the Canadian Pacific held \$10,000,000 cash at the close of the fiscal year 1901, and in

that year the St. Paul had only \$5,088,081.

Atterbury Is Alert. General Manager Atterbury, of the Pennsylvania, paid a great deal of attention to the shippers' side of the car shortage question and is said to be very close to them. Accompanied by Secretary and Vice President C. Pugh, the general manager arrived in Pittsburg on Wednesday to remain a day or two and thoroughly investigate the transportation question. Last year President Cassett was compelled to visit the Pittsburg district three times within two months, and is said not to care to repeat his vigilance again. General Manager Atterbury has the situation pretty well in hand and the Pittsburg division, being remarkably free from incumbrance in the way of construction work at that point, this important artery east of Pittsburg is said to be in fair condition.

The Rock Island's New Purchase.

The acquisition of the Seaboard Air-line by the Chicago, Rock Island & Pacific is creating much comment in local railroad circles. This move is quite as sensational as that of the Wabash in the Eastern territory, and doubtless is disturbing the 'community of interest," though it does not gridiron as rich a freight producing territory in the Central States as does the Wabash; but these moves of the Chicago, Rock Island & Pacific will help to simplify the transportation problem for a large section of the country, and under wise management will greatly benefit business in-

Personal, Local and General Notes. D. W. Gentry, representing the American locomotive works, is in the city. C. S. Millard has been appointed engineer of maintenance of way of the Peoria &

G. K. Jeffries, chief train dispatcher of the Eric Railway, is visiting relatives in the city for a few days. F. C. Darlow, assistant to Receiver V. T. Malott, of the Vandalia, is at Wequetonsing, Mich., for a ten days' vacation. It is stated that the Erie has decided establish passenger agencies at several points in the West, one being at Seattle. men on several of the leading roads, the Baltimore & Ohio being of the number.

T. S. Trainer was yesterday appointed agent of the Star Union line at Columbus, O., vice A. H. Huston, who resigned last The Pennsylvania will begin, Aug. 19, to run sleeping cars daily between Jersey City

and Hot Springs, via Washington and the Chesapeake & Ohio. Wilbur N. Robertson, passenger conductor on the Louisville division of the Pennsylvania, is seriously ill at his home, No. 1912 Capitol avenue.

C. C. Reynolds, formerly superintendent of the Erie, now general manager of the traction line building from Lafayette to Indianapolis, is in the city.

Two months hence the Illinois Central will have two hundred miles of double track light upon the question. It has been de south of the Ohio river, and by the end of the year three hundred miles. M. A. Neville, recently appointed superin-

tendent of the Peoria & Eastern, is but twenty-seven years of age, and began railroad work under C. A Paquette in 1898. T. E. Jackson, who has been connected with the auditing department of the Southern Pacific for several years, has been appointed chief clerk of passenger accounts. H. G. Alexander, city ticket agent of the

Cincinnati, Hamilton & Dayton and the Monon, was called to El Reno, Tex., yesterday by the serious illness of a brother. Barney, Smith & Co., of Dayton, O., have been awarded the contract for the new passenger equipment for the Baltimore & Ohio, deliveries to begin in September and to be

completed by April 1. Wright Jordan, city ticket agent for the Big Four, who has been seriously ill for some days, was reported yesterday as a little better. He is now at the Deaconess Hospital for treatment. The employes of the Altoona division of

some silver service to their former superintendent, A. C. Shand, now engineer of maintenance of way at Philadelphia. The Niagara Falls excursion of the Cincinnati, Hamilton & Dayton, to be run on Tuesday next, promises to be as much of a success as the other excursions that have been run to that point the present season. An impression prevails in railroad circles that, should the United States Supreme Court rule against the merger of the North-

the Pennsylvania have presented a hand-

western roads, E. H. Harriman will make an effort to regain control of the Northern C. K. Shelby, assistant master mechanic of the Pennsylvania, at Altoona, has been appointed engineer of motive power of the Pittsburg & Erie division and the Northern Central, succeeding John Henry, whose pro-

motion was recently announced. Forty gatemen on the grade crossings of the Pennsylvania at Chester, Pa., have been discharged, and at other points where tracks are being elevated considerable numbers of men who have been in service twenty to twenty-five years are losing their positions. The Chicago & Alton led all Western and Southern roads for the fiscal year ending June 30 in gross earnings per mile of road. Its earnings stood at \$11,060 per mile for each mile of road operated, showing an increase of 10.3 per cent, over those of the

previous year. The Illinois Central has prepared an elaborate folder on the Louisiana Purchase Exosition, which is illuminated with halftone illustrations of and contains maps showing the historical expanson of the territory of the United States. The reading matter is printed in both English and Span-

The Louisville & Nashville has begun to retrench its expenses and has abandoned the building of a number of new depots. One was planned for Bowling Green to cost had been put at work repairing old frame

Indianapolis & Western. Lyon Liston, rep-

resenting the freight department of the Union Pacific and its allied lines, was also in the city. On Aug. 20 the Pere Marquette expects to put on five daily fruit trains in Michigan and a daily fruit-car ferry will begin regu-

lar trips between Muskegon and Milwaukee. A new feature, that of running a daily fruit train north from St. Joseph to connect with the Milwaukee ferry, has been inaugurated. Vice President Van Etten, of the Boston & Albany, has notified the machinists and helpers who struck last Saturday that he will submit the differences to arbitration, but that the road is unwilling to grant ten

hours' pay for nine hours' work, especially as their men are better paid than those of any other New England road. It is difficult to ascertain what express company will operate over the Evansville Terre Haute. The United States Company operates over all Chicago, Rock Island & Pacific lines, and it was thought it would continue to operate over the Evansville & Terre Haute, but a late rumor is that the

Wells-Fargo Company has secured the con-Attaches of the Pullman cars run to the Pacific coast are indignant over the small fees they are receiving. This is said to be due to the fact that the first-class Pullmans are poorly patronized, the tourist cars carrying a large per cent, of the business, and as a result the Pullman attaches are organizing, and will make a proposition to abolish

The Erie has entered the soft-coal field and will compete in the hauling of both hard and soft coal. During the strike it devoted its attention to soft-coal traffic to that have prepared for hard times is the such an extent that it increased its earnings 1 6-7 per cent. per mile. Of late the Erie has increased its carrying facilities largely, and now can handle both hard and soft its treasury \$15,550,562 in cash, and during | coal, in this respect copying after the Norfolk & Western, which has largely increased its earnings in the same way.

The transportation board of Kansas City railroad shows larger cash holding than has notified members by circular letters of the St. Paul, the Santa Fe reporting cash | the removal of shipping restrictions, and they have been urged to look promptly after due to the fact that the company a few all cars consigned to them and see that cars months earlier sold a block of bonds to are unloaded and empties returned as soon make improvements and betterments, but as possible, so as to do away with freight congestion. The grain men are said to be alive to the situation and doing all in their power, and other shippers are handling freight as soon as possible in order to get

Pacific \$8,377,435. The Erie, the Great North-ern, the Missouri Pacific and Chicago & the Wellman-Seaver-Morgan Engineering Northwestern each hold more than four Company at Pittsburg. It is a departure million dollars. Business during the fiscal | from any of the designs now in use. The year just closed was so active that it is object is to reduce a number of parts susprobable most railroads have largely in- ceptible to corrosion, to produce a car that creased the amount of cash held in the shall be self-clearing and one which can be treasury, despite the large expenditures for | repaired at low cost. The car was exrolling stock, improvements in road beds | hibited at the meeting of the Master Car and increase in pay of employes. As show- Builders' Association at Saratoga and was ing the increase in the prosperity of the inspected by a large number of members. railroads it may be said that only two of It is now in use at a point where it will be

The Baltimore & Ohio and the Vanderbilt nterests, which already own more than 1,100,000 shares of Philadelphia & Reading stock, are still purchasing for further investments. The fact that such shrewd capitalists and railroad men as Mr. Cassatt and Mr. Vanderbilt are willing to buy these securities means a good deal to the investors in that property and to investors generally. Last year the Baltimore & Ohio and Vanderbilts bought the largest amount of P. & R. stock that was ever taken in the open market by any buyer at any time. The common stock was bought at a time when the market price was about \$30 a share, and the whole purchase aggregated more than \$50,000,000.

NATURAL GAS.

Shall Indianapolis People Continue to Use It as Fuel? To the Editor of the Indianapolis Journal:

No question involving the material wel-

fare of Indianapolis demands such immediate and heroic treatment as this. It is needless to indulge in regrets or censures concerning the past and to conjecture what might have been; a condition is upon us which should be met heroically and without delay. The Indianapolis company has forever gone out of the natural gas business, and the trust must go out in a short charter that will enable it to sink new wells and to increase the present supply, with this anomalous fact in the case, that personally the stockholders are perfectly indifferent whether this encouragement is given or not, with the preference, if any, that things be permitted to drift as they are, evidently drifting to a closing out of the whole business. Can we afford to allow this without a heroic attempt to prevent it? The facts are obvious to all. Last winter the supply was wholly inadequate to the demand, yet the compaies collected the same rates that they did when the supply was not only ample for all useful purposes, but for a wicked waste of what was supposed to be mexhaustible. But even with this diminished supply, what little gas was There is a scarcity of engineers and fire- furnished was cheaper fuel, when judiciously used, than the coal or wood that was needed to supplement the gas shortage, not to mention the waste with many by stripling. Comparisons on such an occasion are keeping it at the top of its speed day and night, through "doctored" mixers or with no mixer at all, resulting in more than a dozen fires from overheated stoves and furnaces owing to the increased supply at unconscious, but veritable disservice. The selfnight. Not one of those whose houses were centered King could not brook the supposed inburned would have kept the gas burning dignity. all night if they had been paying by measure. And soon winter will be upon us with a still less supply of gas than a year ago, yet sufficient for many purposes if it fused his moral sense. He became its veriest could be economically used. To enforce this slave. He had heard Samuel's intimation that economy is the pressing duty of the city authorities. Meanwhile, however, an experiment with artificial gas for culinary purposes has been made which casts much recognized him in David. He saw in this incistrated that with artificial gas at 95 cents per thousand feet, by using ranges adapted to the purpose, heat for every cooking purpose can be furnished at much less cost than with coal and wood, not to mention the greater convenience-a cost which is to be greatly reduced in a few weeks by using the automatic lighting and extinguishing device, now nearly ready for service. This gas stove has met with such approva that many who are yet paying for natural gas at present ordinance rates and getting so little as not to be depended upon even for cooking, have introduced them with entire satisfaction. With natural gas at 50 cents a thousand, or if need be, at 75 cents, we could not only run these cooking ranges but we could have a supply for heating | ter motives put him in touch with the populace, purposes in the fall and spring days in which a small fire is needed, and enough to greatly lessen the amount of coal in the coldest of weather. But even with many more wells we cannot have such a luxury if everybody is allowed to waste it as many have been doing and are now doing. If we are to have natural gas at all this winter and hereafter we must pay for what we use. I have assumed at 50 cents a thousand this can be done. Whether equity will require more or less than this figure can easily be left to the Council, who need no longer be terrorized by the clamor of those who think it their right to demand gas in any quantity at their own price and then waste it at pleasure. It is gas at some fixed price per thousand, and certainly a much higher price than is fixed in the present charter, or no natural gas at all. An unusual peculiarity in this affair that the stockholders will make no move towards obtaining a modification of their charter; the move must come from the people who wish to use gas. All who use it at all this winter must pay the present rates and get what they can. If the supply for the coming winter is as good as last winter. my personal experience will lead me to pay the Scot and take what comes, but some will not. If the supply greatly falls off. more and more will discontinue, until the inevitable overtakes all of us, and natural gas will be a thing of the past. What the result of this will be to the stockholders

> company itself can afford to be quite in-Indianapolis, Aug. 13. Suit for a Receiver.

one need not care, what it will be to the

patrons is easily anticipated. Can we afford

to be indifferent to the present siuation?

For one, I would be glad to have all I need

at 75 cents rather than be wholly dependent

should be done at once, so that meters can

be provided, if possible before winter sets

in, or we can adjust our stoves and grates

and furnaces to old-fashioned fuel. The

wood and coal. What is to be done

LANCASTER, Pa., Aug. 14.-The bill equity for the appointment of a receiver for the Susquehanna Iron & Steel Company was served on J. W. Steacy, general manager, at Columbia, to-day. Steacy and \$400,000, with other betterments, and on that the officers of the company have fifteen division at several other places workmen days in which to file an answer to the bill. John Q. Denny, who filed the bill, claims to own 20,000 shares of the stock, and he W. M. Bushnell, general freight agent of alleges, in addition to mismanagement, pened Tuesday. September 1. the Chicago, Peoria & St. Louis, was in the a. m. Bidders invited to be city yesterday in conference with John S. dent, secretary and treasurer and \$6,500 JAMES D. REID, Warden. Lazarus, traffic manager of the Cincinnati, annually is wasted on them.

BRIGADE WILL HOLD ITS REUNION SEPT. 18, 19 AND 20.

Indiana Will Send a Big Delegation

and the Speakers Will Be Men

of Prominence.

The fortieth annual reunion of the members of Wilder's brigade will be held at Chickamauga Park, Sept. 18, 19 and 20. A this meeting many surviving members of

tendance. Indiana will send a large delegation, and to this end much interest is being taken for the trip. A special train over the Pennsylvania Railroad and Louisville & Nashville and Nashville, Chattanooga & St. Louis railroads will be run for the occa-In addition to the members of the brigade who will be in attendance Indidana will furnish a number of the speakers for the

celebration. Governor Winfield T. Durbin

has been invited, also Senators Charles W.

dition there will be other prominent men from various parts of the country who have been invited to attend the meeting. The committee in charge of the arrangements has issued a neat booklet describing all the wonderful scenery to be viewed while going to the old battleground. The committee has arranged with the railroad companies to provide good coaches for the occasion. An exceptionally low rate for the trip has been granted. A rate of \$8.80 has been granted for the round trip from this city. Correspondingly low rates have been

double berth, holding two people, has been first train from Indianapolis wi leave here at 7 o'clock on the evening of Sept. 17. The train will arrive at Louisville three hours later. Quick connections will be made at once to the lines of the Louisville & Nashville. The run will then be made to Chattanooga. The train will then | are sorry to lose Mr. Feibleman," said C. be run over the Nashville, Chattanooga & J. Clyde Power, superintendent of parks, Louis road to Chickamauga National Park. The party is expected to arrive at the park at 7:30 o'clock on the following

Although Governor Durbin has been invited to participate in the exercises to be held at the reunion, he said he could not go, him as secretary to the Park Board

AMUSEMENTS

Elaborate Revival of THE GREAT DRAMA THAT STIRS ALL CLASSES

AMUSEMENTS.

Fair Bank EVERY NIGHT.

Ostendorf's Orchestra.

TADMISSION FREE

as the Board of State Tax Commissioners will be in session and his presence is re-Among the prominent citizens from Indiana and other States who have been invited to be present and have been invited to address the assemblage are: Hon. Winfield

T. Durbin, Governor of Indiana; Hon. Al-

bert J. Beveridge, United States senator Indiana; Hon. Charles W. Fairbanks, United States senator form Indiana; Gen. James R. Carnahan, Indianapolis, Ind. Hon. Elihu Root, secretary of war; Gen. H C. Corbin, adjutant general; Gen. H. W. Boynton, Hon. E. F. Wayne, commissioner of pensions, and General Longstreet, all of Washington, D. C.; Joe Cannon, M. C., Danville, Ill.; Hon. M. A. Hanna and Hon. . B. Foraker, United States senators from Fairbanks and Albert J. Beveridge. In ad-Ohio; Hon. Richard Yates, Governor of Illinois; Hon. William B. Mason, United States senator from Illinois; Hon. Shelby M. Cul-lom, United States senator from Illinois; Gen. T. J. Wood, Dayton, O.; Gen. John T.

Wilder, Knoxville, Tenn., and Hon. Joseph Lilly, of Illinois. Those of the prominent citizens of the South who will be present and participate in the reunion are: Hon. J. B. Frazier, Governor of Tennessee; Hon. J. M. Terrell, Governor of Georgia; Hon. John B. Gordon. Atlanta, Ga.; Hon. William B. Bate, Nash-Tenn.; Gen. H. G. Thruston, Nash-Tenn.; Gen. A. P. Stewart, Chattaville. nooga, Tenn.; Captain Morton, Nashville, Tenn.; General Evans, Atlanta, Ga.; Col. Thomas Fort, Chattanooga, Tenn.; Col. M. H. Clift, Chattanooga, Tenn.; Capt. E. E. granted from other cities in the State. Betts, Chattanooga, Tenn., and Hon. Gor-Pullman sleepers will be attached to the don Lee, Chickamauga, Ga. train, for which a charge of \$2.50 for one

Bert Feibleman Resigns.

Bert Feibleman has resigned the position of secretary of the Park Board. He has held the position four years. His resignation was accepted yesterday morning. "We he cannot afford to overlook." Mr. Feibleman will be Indiana manager for the Germania Life Insurance Company, of New York. It is not known who will succeed

Prices-10c, 20c, 30c. Everybody goes to the Park.

SAWS AND MILL SUPPLIES.

CLEVELAND LINE New York aud Boston limited, d s 2.55

Terre Haute and Mattoon accom .. "Exposition Flyer"

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hicago express, p d.... hicago vestibule. p d...

but certainly, throwing away his kingdom. He was parting, too, with the sceptered sign of selforth Vernon and Madison., Dayton and Xenia.

latter. They may have been interpolated. They give a little roughness to the narrative, but do introduce anything inconsistent. The circumstance is mentioned only to illustrate how the sacred Scripture may have been altered and

-1 Cor. ix, 19-23. Paul was "free from all men." That is reason why he could help all men-he did not a royal vantage ground. The more you have in

And yet Paul made himself "servant unto all."

The great secret of Paul's success as a soulwinner was his sympathy. "To the weak became I as weak," he nobly says. We can almost imagine him stooping as he passed a dwarf and hobbling as he walked with a cripple. He place with Christ. The initial star of the prerequiplace with Christ. The initial step of tact is contact. You must touch men before you can lift them. You must know men before you can bring them to the knowledge of Christ. You must enter their lives by the door of loving sympathy before you can implant within them the

Paul's tact won men because it was unselfish. as, indeed, all true tact must be. "Tact" means "touch," and no one can touch another through the enveloping sac of self. "This I do for the gospel's sake," said Paul, not for his own sake, that he might be called the prince of evangelists. the imperial apostie. He was less than the least of them all, he humbly confessed, because he had persecuted the church. But he was content to fall that Christ might rise, and that lowliness and self-abnegation impressed men, as nothing else could have impressed them, with the sin-

Have you ever shut your eyes and passed your finger tips over the raised letters of a book for the blind? You can make nothing of it. Your 'tact," your touch, is crude and undeveloped. But watch the nervous white fingers of some girl from Perkins Institute as they move swiftly and steadily along the lines, pressing them ever so lightly, and flashing as they go bright gleams of intelligence to the curtained brain. That miracle is the child of practice. It did not come in an hour or a day. It means months of patient groping, partial failure and undaunted determination.

Equally crude are the first efforts of the Christian worker. How clumsy is his "tact," his touch! How many blunders he makes, what disheartening failures! But as the outreachings of easily till at last there bursts from them the glorious meaning that God has hidden within every soul, however sinful and sad. And then he, too, like Paul, has become a missionary and AMOS R. WELLS.

FINEST ON EARTH Hand, Crosseut, Butcher, Kitchen and Mill Saws SOLD EVERYWHERE.

thus: "Daily: S-Sleeper: P-Parlor Car: O-Chair Car: D-Dining Car: t-Except Sunday: i-Sunday only. 1Daily except Monday.

Benton Harbor express 7.00 ton Harbor express, p

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ouisville and Madison. encer and French Lick...... ttsburg and East..... lumbus, Pittsburg and Eas hil, and New York, "The Limited' Dayton and Xenia.....

hmond Accommodation..... ogansport and Chicago VANDALIA LINE. erre Haute, St. Louis and West 12.15 estern Express.

ited trains for Elwood. Express department - Consignments received until 12 o'clock noch for delivery, same day, to son, Alexandria, Elwood, Tipton and Marion.

Next and last car leaves at 11:15 p. m. Combination passenger and express cars leave at 5:57 a. m., 7:37 a. m., 11:57 a. m., 3:57 p. m. and 7:57 p. m. Regular Saturday Schedule. Half-hour cars for Greenfield and intermediate stations, in addition to the above schedule, leave

at 3:27 p. m., 4:27 p. m., 5:27 p. m., 6:27 p. m and 7:27 p. m. Regular Sunday Schedule.-Half-hour cars for Greenfield and intermediate stations, in addition to the above hourly sched-

INDIANAPOLIS & MARTINSVILLE

RAPID TRANSIT CO. Leaving Martinsville for Indiana

Martinsville at 5:30 a. m. INDIANAPOLIS, GREENWOOD &

FRANKLIN R. R. CO.

Passenger cars leave Pennsylvania and Washington streets. First car at 6 a. m. and hourly thereafter until 10 p. m., inclusive. Last car leaves at 11:15 p. m. On Saturdays and Sundays cars leave also at 1:30, 2:30, 3:30, 4:30 and 5:30

INDIANAPOLIS, SHELVYBILLE SOUTHEASTERN TRACTION CO.

... TOPICS IN THE CHURCHES...

Sunday-School Lesson and Christian Endeavor Work

SUNDAY-SCHOOL LESSON

Aug. 16, 1903-I Samuel xviii, 5-15: Saul Tries to Kill David. more fruit of the same kind to follow. In the quaint phrase of the narrative, he behaved himself wisely. He was so prudent that he dis-

armed even the courtiers who would naturally have been jealous of his advancement. They might have disdained the intrusion of a shepherd boy in court. They would have done so if the slightest pretext or opportunity had been given. Success had evidently not made David conoutline. The provoking cause of Saul's jealousy in this instance seemed to be the popular ovation in which, in Oriental style for such occasions, the women took conspicuous part. The rule of their exclusion made this exceptional appearance the more effective. They chanted some favorite old folksong and added as a refrain, "Saul had slain his thousands and David his myriads." It was an outburst of patriotic joy. crude instrument, called literally "the threes." describing, perhaps, the triangle, or an instrument of three strings. The youthful and beautiful singers accentuated their song with rhythmic movement of the body. The refrain was so constantly repeated that it became the sustaining expression of the whole affair. In it the meed of praise was distinctly given to the Bethlehemite

especially odious. It is quaintly said that lavish a world as this often proves a real injury. So the daughters and matrons of Israel did David an crown. He was on the watch for that rival, and

- dent the unfolding of a divine purpose to supplant him and determined rashly and implously to nip that purpose in the bud. Saul tried one expedient after another to secure his cruel and wicked end. Twice with his own hand, in murderous rage, he hurled his javelin at his young armor bearer, siming to pinion him to the wall. But David in both instances availed himself of that dexterity he had learned in meeting other wild beasts. Next Saul required dangerous exploits at David's hands, anticipating that in some of them he would be slain, but David seemed invulnerable, covered with the impenetrable shield of Providence. The new positions which the King gave him with such sinisas one attached to an Oriental court could never

be. So that Saul soon found he had only given new opportunities to his rival. Saul next sought to achieve in the boudoir what he had failed to accomplish afield. He would fain use his own daughter as a bait to catch David with. Paternal feeling was so expeiled by another passion that he regarded her feelings no more than the fisherman does the angle worm. Before he was through with it he had cacrificed the happiness of his two daughters.

reviled his own wife and sought the life of a son. as well as a son-in-law. With every failing expedient his jealousy deepened. He would fain have thrust his hands within the sacred precincts of the school of the prophets and taken the refugee thence. While life lasted the stubborn purpose to thwart the divine will in the elevation of David to the throne changed not, except in the degree of its intensity. History, prefane nor sacred, contains a more awful instance of conscious, inveterate assertion of human selfhood against a declared purpose of the Almighty. Thus, as ever, the hammer broke, the anvil remained.

THE TEACHER'S LANTERN. This incident affords a fine study in psychology. a science which has been aptly called the science of human nature. A comparison and contrast of the leading characters, Saul and David, will well illustrate the rise, progress and end of opposite human traits. Browning's "Saul" is distinctly

The circumstance also opens and illustrates the

field of ethics. It shows in what ideal moral

manhood does and does not consist. Two intelligent and free beings, each with a conscience pass and repass before us in the spirited narrative. One is the most ardent selfist of history; the other rises to the consideration of the supreme good as the ultimate ground of obligation. David suffered the pains and penalties of popu larity. Among them is the quickening of envy in the small souls which, so far from joying in

the success of others, cannot so much as brook it.

Success did not make David conceited. Noth-

ing so quickly or effectively blocks the way to further achievement as conceit. Current history affords some remarkable illustrations. The slaying of 10,000, taken as a gauge of a great achievement, reveals that the age of David | an apostle.

It is a high art to know whom, how, when and David learned the art of getting honey out of the eater. Saul's jealousy was a school for him. He learned there the arts of patience and caution, which were most serviceable to him in his

singularly checkered career.

.

Praise has its utility; it also has its limits.

Jealousy was the fool's gold-the iron pyrites hidden in Saul which soon turned all his fair exterior to corroding blackness. The javelin was the Oriental scepter. When Saul hurled it at David he was unconsciously,

Contentment is the philosopher's stone. It turns what it touches to gold. It is the fountain of perpetual youth. Saul never found the stone or the fountain. Anybody can who makes a real

promotion, when the supreme good of the largest number was gained thereby. Seeing the case stood so, he said, divinely, "He must increase; I Incidental light is cast upon a point of textual criticism. The first five verses of this chapter do not appear in the Septuagint manuscripts (the Old Testament versions in Greek.) These manuscripts are older than the oldest Hebrew text in existence. The verses appear only in the

supplemented from other sources without affect-

ing its genuiness or authenticity. CHRISTIAN ENDEAVOR.

How to Use Tact in Dealing with Men make direct connection at Anderson voirs of peace and power. Such independence is

yourself the more of other lives will you be able to add to yourself. He was "all things to all men." The question with him was not, "What comports with my dignity?" but "What comforts their sorrow? What ministers to their need?" He was not in that upper room, but he had learned the lesson of feet-washing. No one can help men if he must choose his way of helping them. It is they -their sins and sufferings-that select the way

and force it on the Christian worker.

cerity of the message he brought.

RAILROAD TIME CARD.

BIG FOUR ROUTE. City Ticket Office, No. 1 East Washington St leveland, New York and Boston ex, s. 08.00 011.45

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Daily. †Daily except Sunday. 7Sunday only. INDIANA UNION TRACTION CO. Station, Magnolia building, corner Kentucky avenue and South Capitol.

For Anderson, Muncie, Marion, Alexandria Elwood and Tipton and intermediatee station 9:15 p. m. and 11:15 p. m. Limited trains for Anderson and Muncie, arriving in Anderson in 1 hour and 25 minutes and Mucie in 2 hours, leave at 8 and 11 a. m. and 2 and 5 p. m. The 11 a. m. and 5 p. m. trains

all points between Indianapolis and Muncie; until 8 p. m. for delivery to all points before to clock next morning, including Muncie, Ander-INDIANAPOLIS & EASTERN R. R. CO. General offices, Franklin building. All care depart from Meridian and Georgia streets.

For Richmond and Intermediate stations. Passenger cars leave on the following hours: 6:57 a. m., 8:57 a. m., 10:57 a. m., 12:57 p. m., 2:57 p. m. and 4:57 p. m. For Greenfield, Knightstown and intermediate stations. Passenger cars leave: First car, 5:57 a. m., and each hour thereafter, until 9:57 p. m.

For Greenfield and intermediate stations only. Arrive at 7:55 a. m. and leave at 9 a. m. Also arrive at 2:25 a. m. and leave at 3:30 p. m.

Walting room and station, Kentucky av. and Washington st.
First car leaves Indianapolis for Martinsville
and intermediate stations at 5:30 a. m. and every hour thereafter, on the half-hour mark, until 10:30 p. m. Last car leaves at 11:30 p. m. termediate stations, first car at 5:30 a. m. and very hour thereafter until 10:30 p. m. Last car leaves at 11:30 p. m., but runs only to Moores-Car leaves Mooresville for Indianapolis and

p. m. Combination passenger and express car leaves Georgia and Meridian streets for Greenwood only at 9:30 a. m. and 3:30 p. m.

ntermediate stops from the corner of Washington and Meridian streets on the following hours. 6, 7, 8, 9, 10, 11 a. m., 12 o'clock noon and 1, 2, 4, 5, 6, 7, 8, 9 and 11:20 p. m.

Cars leave Shelbyville for Indianapolis and all rmediate stops as follows: 4:57, 5:57, 6:57, 8:57, 9:57, 10:57, 11:57 a. m. and 12:57, 1:57, 3:57, 5:65, 5:57, 6:57, 7:57, 8:57 and 11:20 p. m. Round-trip tickets, Indianapolis to Shelbyville an be purchased at Huder's drug store, corner Washington and Pennsylvania streets, and at the E. E. Ensley pharmacy, Stubbins Hotel block. Saturday and Sunday Special Schedule .-On Saturday and Sunday, beginning at 5 a. m a car will leave Indianapolis each half hour, excepting 5:30 and 3:30 a. m. and 1:30, 5:30 and 1:30 p. m. The last car leaves at midnight. Leaving Shelbyville, the cars will run on hour, beginning at 4:27 a. m., excep

and 11:27 a. m. and 2:27 and 7:27 p. m. will leave Shelbyville at 11:33 p. m.

Cars leave Indianapolis for Shelbyville and all